

NRO REVIEW COMPLETED

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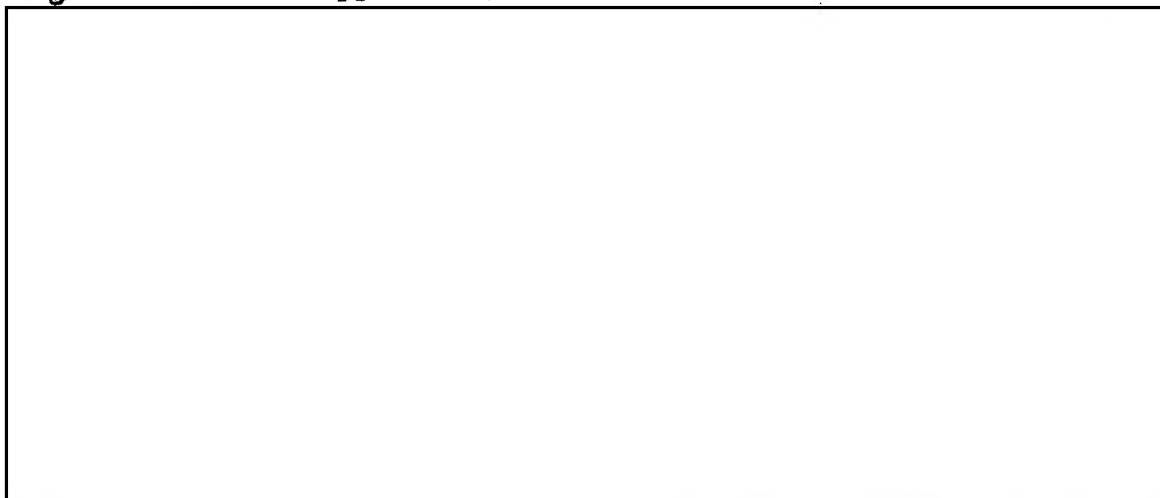
23 September 1963

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MEMORANDUM FOR THE RECORD

SUBJECT: Need for Synchronous Satellite

1. The existence and success of Syncom II represents a significant intelligence collection opportunity in the following areas:




2. Items a, b, and c are present and significant intelligence community requirements. Item d is required in the extension of basic intelligence and arms control. As defensive experience is gained, the Synchronous Satellite may also prove an effective photo-data link platform.



Chief, Programs Staff
(Special Activities)

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23 September 1963

MEMORANDUM FOR THE RECORD

SUBJECT: Need for Advanced Aircraft Program

1. Operating on the premise that it will be but a matter of time before Soviet intercept capability will improve to the point that the OXCART vehicle will be vulnerable to intercept and the extreme need to maintain this source of hard intelligence, we must look to the development of a follow-on aircraft.
2. The basic criteria for this development is a vehicle embodying the minimum achievable radar cross section and advances in the aircraft art in terms of higher altitude and greater speed. Operational development of the aircraft will take approximately three years for a Mach 4 plus vehicle and four to five years for a Mach 5 plus vehicle.
3. System studies completed in FY 64 will provide the basis for preliminary development decisions.
4. It is proposed that initial development and system design efforts will be undertaken during fiscal year 1965. These will consist of a firming-up operational specification and an initial determination as to the general configuration. In addition, wind tunnel tests on several model configurations and range testing of configurations for radar cross section reduction will be initiated. Preliminary design of the payloads will be completed in Fiscal 1965. The initiation of engine analysis and design required will also take place.
5. We are considering parallel efforts with two separate contractors during fiscal year 1965. At the conclusion of these design investigations, approximately 1 August 1965, decisions will be made on identification of a single aircraft contractor.

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